





## Today's Advertisements.

### HONGKONG BENEVOLENT SOCIETY.

A GENERAL MEETING of the above Society will be held on FRIDAY, the 17th instant, at NOON in the CITY HALL. The Public are invited to attend.

M. FORBES,  
Hon. Secretary.  
Hongkong, 2nd December, 1897. [1795]

### TO LET.

DWELLING HOUSES—  
BAHAR LODGE at the PEAK.  
HOUSES in RYTON TERRACE.  
Nos. 4 and 15, HOLLYWOOD ROAD.  
FLOORS in STANTON and ELGIN  
STREETS.  
GODOWNS in BLUE BUILDINGS.  
GODOWNS, PRATA KART.

Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., Ltd.  
Hongkong, 2nd December, 1897. [179]

NAVIGAZIONE GENERALE ITALIANA,  
(FLORENCE & RUBATINO UNITED COMPANIES).

STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail  
Steamers to ADEN, SUZ, PORT SAID,  
MESSINA, NAPLES, LIGHERNO and  
GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRA-  
NEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to  
CALLAO.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD.

ALSO  
BARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"  
Captain Nerra, will be despatched as above  
TO-MORROW, the 3rd instant, at Noon,  
instead of as previously advertised.  
At Bombay the Steamers are discharging in  
Victoria Dock.

For Further Particulars regarding Freight and  
Passage apply to

CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd December, 1897. [1797]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.  
The Company's Steamship

"HAIMUN,"  
Captain Bathurst, will be despatched for the  
above Ports on SATURDAY, the 4th instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFAIR & Co.,  
General Managers.

Hongkong, 2nd December, 1897. [1784]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
The Company's Steamship

"NANYANG,"  
Captain Lehmann, will be despatched for the  
above Ports on SUNDAY, the 5th instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFAIR & Co.,  
General Managers.

Hongkong, 2nd December, 1897. [1785]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.  
The Company's Steamship

"ULYSSES,"  
Captain Brown, will be despatched as above  
on THURSDAY, the 9th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd December, 1897. [1789]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
The Company's Steamship

"TSINAN,"  
Captain Ramsay, will be despatched on  
TUESDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engine. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the EASTERN and AUSTRAL-  
IAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd December, 1897. [1786]

OCEAN STEAMSHIP COMPANY,  
FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"PYRRHUS,"  
Captain Batt, will be despatched as above  
on MONDAY, the 20th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd December, 1897. [1788]

DAKIN, CRICKSHANK &  
COMPANY.

VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS,  
SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and  
other Large Consumers.

Any orders should be addressed to the  
Manager.

Hongkong, 2nd March, 1897. [1790]

## Intimation.

### A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES & SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.

CLARET—Our Claret, including the lowest  
priced, are guaranteed to be the genuine  
product of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

BRANDY—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent  
quality and of greater age than most brand.  
In the market. THE SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Culinary or from our authorized Agents at the  
Coast Ports.

### A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 28th October, 1897. [6]

### MARRIAGE.

At St. John's Cathedral, Hongkong, on Thurs-  
day, the 2nd December, 1897, by the Rev. R. F.  
Cobbold, M.A., CHARLES HENRY GRACE to  
ELLEN (Nellie) BLANCHET PIERSON, eldest  
daughter of William Pierson of London. [1787]

## The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 2, 1897.

### NOTES AND COMMENTS.

The special telegram which we publish  
to-day from our correspondent in Tientsin  
is somewhat puzzling. At first sight it  
looks as if Russia had been encouraging  
China to oppose the German demands by  
force of arms, while it was understood that  
Russia and Germany were acting in concert.  
But a consideration of the time  
element may afford a reasonable explana-  
tion. It is hardly likely that Russia has  
supplied a body of "advisers" and a  
working staff of instructors at a moment's  
notice; it is much more likely that the  
arrangement is of older date. The pro-  
cess of making history is rather rapid just  
now, and before the Russian officers could  
be chosen and released from their ordinary  
duties and shipped out east the anti-Ger-  
man outrage in Shantung had changed the  
aspect of affairs entirely. The change  
did not necessitate the immediate cancell-  
ing of the engagements; that can be done  
at this end of the voyage, and the Russian  
gentlemen will be provided with useful  
and profitable employment whatever the  
situation may be when they reach the East.

In regard to Formosa, China has played  
much the same trick on France that she  
played on Great Britain in regard to  
Kiang-hung, though with better excuse in  
the case of Formosa. She was under  
some sort of promise to France, after the  
war of 1884, not to cede Formosa to any  
other power, and then she was forced to  
cede it to Japan in 1895. Of course, France,  
having participated in the 1895 settlement,  
should logically be regarded as having approved of its provisions,  
which were made by herself and her allies  
and not by China. The concessions made  
immediately afterwards by China to France  
were believed to be a complete settling of  
accounts. France, however, has a habit of making somewhat  
surprising demands. It may be that she is  
reviving her obsolete claim on Formosa for  
the sake of something else not yet revealed.  
Perhaps it is intended later to demand a  
large piece of South China instead; or it  
may be deliberately intended to force a  
quarrel on Japan, whose docile submission  
to coercion in 1895 gave no pretext for  
violence. On the other hand, the whole  
story may be a "bunder." The poet who  
wrote "Life is real" had never lived in  
China.

The three globe-trotting cyclists who  
are now going down the Yangtze Valley  
from Burma are reported in the N. C.  
Daily News as having said that people in  
Bhamo told them

You are the first Europeans that have ever  
attempted to go to China, entering from Burma.

and you will be making the attempt in the very  
worst part of the year—the rainy season.

Perhaps they were told this, but, if so,  
the Bhamo people are untruthful; or per-  
haps it is the N. C. Daily News that is un-  
truthful or perhaps it is the cyclists who  
are untruthful; probably all three. The  
number of people who have crossed from  
Bhamo to Shanghai via Chungking is simply  
legion. Probably there is no trade  
route so much travelled in the whole of  
Asia. Of Europeans who have gone that  
way there is no lack, but of travellers who  
speak the truth—alas and alack!

These cyclists claim to be cycling round  
the world. We are open to make a fair  
bet, under risk of prosecution for breach  
of the gambling laws, that they cannot  
show cyclometer readings for half of the  
distance they have travelled. They have  
travelled by steamboat, horse, pony, mule,  
elephant, bullock, railway train and prob-  
ably a few other methods of locomotion,  
but they have done precious little cycling  
and they will probably have less still on  
the remainder of their route, that is, till  
they reach America. Then, of course,  
there will be great rejoicing and any  
amount of advertising, but it is to be hoped  
that they will not take occasion to supply  
that very long-felt want, a description of  
the United States by a tourist.

The Shanghai people who insulted the  
Press are behind the times. In the  
Soudan campaign the Press were not  
insulted but welcomed and then flouted  
by the authorities. The Standard corre-  
spondent writes that when almost ready at  
Hafia to make a start a telegram suddenly  
arrived from the Sirdar that newspaper  
correspondents must deposit £50 with the  
Financial Secretary in Cairo for forage  
before they could proceed further. Presum-  
ably the Sirdar thought properties like the  
Times, Standard and others not good  
enough for credit. Eventually they got  
by the new railway as far as Kermas,  
where a telegram met them that the  
authorities were to draw forty-five  
shillings from each correspondent for  
wear and tear of the newly made railway  
line. The correspondent continues

Of course, this may be quite fair, and we are  
ready to pay, but it has caused much specu-  
lation among us as to what further taxes will  
be asked for—the possible ground-rent for our tents  
in the camp at Merawi, and the price for a view  
of the new battle. We expect a gunboat to pick  
up the mails and ourselves, and take us on to  
headquarters. What the charge will be for the  
privilege of travelling on a gunboat, goodness  
only knows. Charging war correspondents  
fashionable tourist prices in the Soudan is rather  
surprising. Last year no excessive charges were  
made.

The Malay Mail mentions that in one  
mining district in Selangor where there  
are ten or twelve thousand miners at work,  
a block of tin ore is on view weighing, it  
is said, ten piculs or over half a ton. The  
miners consider that it would be unlucky  
to break such a huge block, and so long  
as the men are kept working, they will re-  
tain this splendid specimen, which is being  
worshipped as a joss. "Tin joss" seems  
very worshipful phrase. In Hongkong  
we only worship such things in the ab-  
stract.

A Ceylon paper quotes an extract from  
the administrative report of Mr. R. D.  
Oxley when Acting Director of Public  
Works, as follows:—

I fear much waste and misapplication  
of money occurred in regard to minor roads under  
control of District Road Committees.

This is the sort of report that is urgently  
needed in Hongkong, and Mr. Oxley, if  
he sets to work as we believe he is doing  
with the same energy, candour and sagacity  
as in Ceylon, will require to enlarge  
his vocabulary when he makes out his  
report on Hongkong. Waste and mis-  
application of money are mild terms. We  
must not hurry him, because it will natu-  
rally take him a little time before he can  
bring himself to realise what awful things  
have been done in years gone by right  
up to the time he took charge here.

## THE FAR EASTERN CRISIS.

### RUSSIA HELPING CHINA.

["HONGKONG TELEGRAPH" SPECIAL.]

TRINITY, December 1st.

The Peking Government has engaged  
Russian military advisers, who are now on  
the way here, with a staff of army-in-  
structors.

[This must presumably have been arranged a  
little while ago, that is to say prior to the  
occurrence of the German complication. If  
we do break out between Germany and  
China, it would be an act of hostility for  
Russia to allow her subjects to come and  
assist China against Germany. It may be  
imagined, be safely assumed that Russia con-  
templates no such thing.—Ed. Hongkong  
Telegraph.]

### LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.20 per £.

The Investors' Review, first published as a  
quarterly, and for several years past as a month-  
ly, is to appear in weekly form, under the same  
editorship, at the beginning of January.

VERY neatly and appropriately got-up invitations  
have been issued for the installation ceremony  
of Lodge St. John to be held in the Masonic  
Hall on Saturday the 11th inst. at 6 p.m.

The third Club race of the Royal Hongkong  
Yacht Club this season takes place on Sunday  
next over Course No. 23 (14 miles). B. Class  
boats start at 1.20 p.m. and A. Class at 1.30.

At the regular meeting of Zealand Lodge held  
last night Bro. G. J. B. Sayer was elected Wor-  
shipful Master for the ensuing year, and Bro.  
G. A. Caldwell was re-elected Treasurer  
and Bro. J. Maxwell Tyler.

A VERY pleasing little function took place in  
the petty officers' messroom at the Naval Yard last  
night, when Mr. W. Hinde, shipwright and  
diver, was presented with some souvenirs  
on the eve of his departure for England. Mr.  
W. Parfitt was in the chair and among those  
present were Messrs. Richards (vice-chair) and  
Boighton, and Inspector McEwen. After  
"The Queen" had been honoured, the health of  
Mr. Hinde was drunk with all the honours and  
the Chairman and others spoke in high terms  
of Mr. Hinde's many good qualities. He  
was presented with an inscribed silver cigar  
case, and a pair of gold solitaires. A brother  
diver also presented him with a pair of gold  
rimmed glasses. Mr. Hinde replied in feeling  
terms and afterwards a very pleasant couple of  
hours passed with songs and recitations by the  
company. Mr. Hinde left by the Malacca  
to-day.

THE following orders were issued at Portsmouth  
on the 20th Oct.—The Thrush to pay off at  
Zanzibar and recommission with a new crew, to  
be sent out in December. The Fearless and  
Habs pay off at Malta and recommission with  
crews to be sent out by the Strius. The Porpoise  
to be commissioned at Portsmouth on  
November 9 to replace the Pyralis on the  
Australian Station, and the Royal Arthur holds  
the pennant at the same port on November 4 to  
relieve the Orlando as Australian flagship. At  
Devonport November 18 the Doris to be com-  
missioned to supersede the St. George as flag-  
ship at the Cape. The Venus to commission at  
Canton on the 9th of November to replace the  
Cambria on the Mediterranean Station, the  
latter returning to Devonport to pay off. On  
November 18 the Magdalen to commission at  
Devonport to relieve the Palmetto at the Cape,  
and the Ringdove at Devonport on November 9  
to replace the Lizard on the Australian Station.  
The Esk to pay off on the China Station, but  
recommissioned with new crew now en route for  
the Far East in the Pouter.

MESSRS. Benjamin, Kelly & Potts, in their  
Weekly Share Report, dated Hongkong, Wed-  
nesday, 1st December, say:—Business has  
again been very limited owing to the continued  
tightness of our money market. The Green  
Island Cement Company, Limited, has given  
notice that on the 31st instant the whole of the  
remaining 200 Mortgage Debentures will be re-  
deemed. The Ewo Cotton Spinning and Weav-  
ing Company, Limited, has passed the resolution  
to increase the Capital to £1,750,000. Banks.  
—Hongkong and Shanghai Banks are offering  
at 176 per cent premium. The London rate is  
unchanged. Nationals remain at \$23. Marine  
Insurance.—There are no sales to report in  
stocks under this heading. Fire Insurance.  
—China Fires have been taken off the  
market at \$100. Shipping.—Hongkong, Can-  
ton and Macao Steamships are a shade  
firmer and can be placed at \$20. India  
China are steady at \$51 and Douglas  
Steamships have been done and are wanted at  
\$57. Refiners.—China Sugars have been  
negotiated at \$158, and for March at \$164.  
Lemons are slightly easier, and there are obtain-  
able at \$44. Mining.—Pearlons have sold  
fairly strong with sales and buyers at \$44. The  
Preference have been done at \$1.30. Charbon-  
nages have changed hands at \$105. New  
Balmora Preference have been fixed at \$1.50.  
Jelchus have been taken off the market at \$2.10.  
Olive oils, after sales at \$82, on the market at  
\$8.15. Great Easterns have been done at \$3.  
Ranhs have declined to \$215 sales, and close  
very quiet. Docks, Wharves and Godowns.—  
All stocks under this heading are offering at  
quotations. Lands, Hotels and Buildings.—  
Hongkong Hotels are asked for at \$40, and  
Humphry's Kate's have been placed at \$91.  
Cotton Mills.—Ewos have changed hands at \$1.  
10th ex the dividend of 12s. 3d paid on the 31st  
ultimo. Internationals have suffered a sharp  
decline and are offering in Shanghai at 11s.  
10s. Hongkong Cottons can be placed in small  
lots at \$7. Miscellaneous.—Green Island  
Cement has been in demand and the Old have  
been placed at \$31, and the New at \$16. A. S.  
Watsons are required for at \$120.

## TELEGRAMS.

### REUTER'S MESSAGES.

RUSSIAN DIPLOMATIC APPOINTMENT.

LONDON, November 30th.

M. Speyer, the Russian Consul-General in  
Korea, has been appointed Minister in Peking.

GERMANY AND CHINA—GERMANY'S  
DEMANDS.

The German demands from China include a  
large indemnity, the erection of a Cathedral,  
the punishment of the officers, a railway mono-  
poly in Shantung, and the cession of Kiaochow  
as a coal gasholder; China refuses to discuss  
the demands until Kiaochow is evacuated.

INDIAN FINANCE.

The total applications for the India bills  
amounted to £12,330,000. Tenders at £98 11s.  
6d. receive about 20 per cent. of the amount  
applied for, and tenders above that price receive  
in full. The average realised was £2 15s. 2d.  
per cent.

HONGKONG'S NEW GOVERNOR.

Sir Henry Arthur Blake, K.C.M.G., the pre-  
sent Governor of Jamaica, has been transferred  
to the Hongkong Governorship.

CRICKET.

The Queensland Thicket made 316 for 5  
wickets against Stoddart's Eleven, the match  
ending in a draw.

SEVERE GALE ON THE BRITISH  
COASTS.

A terrific gale has occurred on the British  
Coast, in which twelve vessels were lost with  
all hands, and thirty more were wrecked. The  
places at Broadstairs and Sheerness were de-  
stroyed.

We received to-day a sample of California butter  
from the Hongkong Butchery Company. It is  
surprising not only that such delicious butter can  
be laid down here as creamy almost as when it  
came fresh from the dairy but because it is being  
sold, as will be seen by an advertisement in this  
issue, at a very moderate price for such a choice  
article.

THE advisers of the Tsar of All the Russias  
have decided to take immediate steps to Russi-  
anise, so far as possible, the large German com-  
munities in the Volga region and in the Western  
and Southern provinces of Russia. At present  
the German spirit is carefully fostered in these  
colonies, in which there are no fewer than 4,000  
schools. The Minister of Education is now going  
to reorganise these schools, with a view to  
eliminate the German sentiment, and inculcate  
Russian national feeling among the children.

### THE BOXING TOURNAMENT.

#### THE LIGHT WEIGHT CHAMPIONSHIP A DRAW.

There was a vast difference in the appearance  
of the Theatre Royal last night as compared  
with that of the night before. On Tuesday  
evening the place was fitted for the delights  
of social intercourse and fair women's joyous  
laughter mingled harmoniously with the chatter  
of knife and fork and the ring of the wine  
glass, while highland melodies of more or  
less sweet strains filled the air. Last night the  
Theatre was filled with men from the garrison  
and fleet, grim fellows for the most part and  
nearly all smoking pipes and sweating once in  
a while. They had come to see sundry other  
men punch and thump each other for all they  
were worth and the cynosure of all eyes was  
a square 24 ft. space on the stage where erstwhile  
the pipes had been discarded. It occurred to us  
that had there been pipes available last night  
a most appropriate air for them to have played  
would have been that gathering of the Cameron  
played before Waterloo and appropriately named  
"Come unto me and I will give ye flesh." The  
Hongkong public is as keen on "le boxe" as  
ever and in addition to the throng that packed  
stalls and pews, there was a large and representa-  
tive gathering in the three-dollar seats on the  
stage. Even the august head of our police was  
there, Col. Gordon and many of the officers of  
the West Yorks, the aggressive "unofficial  
member," naval officers, and many others. In  
this hard stern world, where puny man has to  
strive and struggle from the cradle to the grave,  
the joy of battle is the only lasting joy.

The bill of fare was a liberal one, but some of  
the opening items were not up to expectation.  
Those of the audience, however, who thought  
that they were in for a disappointment  
changed their minds before the show was over.  
Mr. A. Harper, the enterprising Boniface of  
the "Star," opened the ball by announcing that  
the first item would be a 3-round go, between  
Private Lambert, of the R.M.L. (H.M.S.  
Iphigeneia) and a blue-jacket named Lane from  
the same ship. Both men were likely-looking  
middleweights and were received with applause.  
Mr. Gidley was announced to act as referee and  
Mr. Bailey as timekeeper. A merchant sailor  
named Leonard was to have sparred with Lam-  
bert but as he was unable to be present Lane  
took his place.

In the first round Lane made play for  
Lambert's ribs. Several exchanges of a hard-  
nature followed and the audience began to  
treat the matter as a joke more than a fight.  
Given two counter-jumpers, with a girl in  
the case, and a much more lively contest would  
have been put up. The men went to corners  
amid hearty laughter. In the second round Lam-  
bert swung on the other man's ribs several  
times but there was no glimmer in the blows.  
Lane displayed a good deal of skill in ducking  
and dodging. An American gentleman near us  
pictured away the contest as "monkey-  
dabbling" and it may be that he was not  
far off. Round 3 saw some improvement in  
the work and once or twice both boxers  
gave evidence of being able to do better  
things if the "stuff" was up. The round closed,  
after many short blows and exchanges, with  
Lane getting home some clean rights on Lam-  
bert's dial.

Watkins and Marlow, two smart young blue-  
jackets of the Cornwall, next obliged with a  
3-round spar in the light weight division.  
Marlow had a wee bit the advantage in height  
and weight. He opened by sending some right  
and left on Watkins' face and body and he  
fenced very prettily. Watkins stood up to his  
man gamely, getting in a couple of neat and  
cleanly delivered rights. His countering and  
guarding were first-rate. The 2nd round of the  
round was of a give-and-take nature and  
neither man had any the best of it, although  
Watkins was the more scientific boxer of  
the two. In the beginning of round 3  
Marlow got home on Watkins' body with the  
right several times and in return took a good  
flogging about the head. Watkins was very  
skillful with his feet and he got in beautifully  
under Marlow's guard more than once. In the  
third round both men warmed up and Watkins  
left visited the other's head repeatedly. Marlow  
had belows to mend, but he got in some fine rib-  
batters and honours were even in the exchanges.  
Watkins boxed a good deal after the style of  
Pearson, the West Yorks pug, and it was gener-  
ally considered that he made the best showing.

Talbot and Ashdown, two West Yorks men,  
next entered the ring for a 3-round lightweight  
spar. The pair were clean limbed young fellows,  
and well matched, but Ashdown had a trifling  
advantage in the matter of stature. Hostilities  
opened with Ashdown getting in some heavy  
blows on head and face and it was soon seen that  
the men were both "willing." The sparring was  
sharp and fast and at the call of time Ashdown  
had what there was of the test of it. Round 3  
brought the men up eager and alert and heavy  
blows were scored by both. Again and again  
Ashdown swung his dexter mawley home on  
Talbot's face and head and the latter played  
well for the ribs with right and left. After a  
spell at mixing it Ashdown got a lovely opening  
and planting his right on Talbot's jaw he knock-  
ed him off his feet and through the ropes.  
Talbot was up at once and the round finished  
with Ashdown taking some pummeling about  
the head. When the third round began a faint  
curse was beginning to show on Talbot's  
left cheek and in a few seconds it was strongly  
emphasised, Ashdown dropping his right on the  
place almost every time he tried for it. Talbot  
put in some clever work in the matter of  
ducking and dodging, and he needed it too,  
as his opponent was continually visiting him  
above and below. The display afforded full proof  
that Ashdown is a plucky and skilful fighter and  
the vigour with which both men went to work at  
once proclaimed them to be anything but "show

pluggin' boxers. Both had a hearty  
applause for their exhibition.  
It is worthy of mention that in each of the  
above exhibitions the men who occupied the  
lower corner of the ring came out on top. An  
interval of 15 minutes followed at which Mr.  
Harper announced the event of the evening, a  
15-round contest between Pearson (West Yorks)  
and Dacey (Iphigeneia). As the men entered  
the ring they were received with loud applause.  
Dacey gave away about 4 lb to his man  
and was a little shorter in stature. Pearson  
wore white drawers and guernsey and a blue  
sash. The pillars were attended to in his  
corner by Haines and Martin (West Yorks)  
while Jimmy Hucker (Naval Yard), J. Aldridge  
and J. Chick (Iphigeneia) looked after the sailor's  
interests. Mr. Gidley again acted as referee,  
Mr. W. Farmer was time keeper and Armstrong  
Q. M. S. Warner and Gymnastic Instructor  
Kingston (Cornwall) were the judges. Six







## Entertainment.

HONGKONG PHILHARMONIC SOCIETY.

## ORCHESTRAL CONCERT

St. GEORGE'S HALL.

TO-MORROW,

FRIDAY, the 3rd December, 1897.

at 9.15 P.M.

## PROGRAMME.—

- PART I.
1. Overture to "Zampa".....E. Cold
  2. Song....."Call-me-back".....Denza Mrs. Dodwell
  3. Violin Solo....."Andante".....Grig. M. Giraud
  4. Song....."My A. Ph.C."
  5. Allegro Mo....."Symphony" S. Haber. derat from (No. 1) to B. Minor
- PART II.
1. Fest March on Tannhäuser.....Wagner
  2. Song....."Light in Dark".....Cowen Mrs. Denny
  3. Character Solo....."Scott's Fantasia".....Mr. W. G. Bentley, A.R.C.M.
  4. Song....."An old Love Dream".....St. Queen Mr. A. C. Van Neerop
  5. Violin Obligato, Mr. L. C. Ruckwaidy.
  6. Overture....."Hansel & Gretel".....Hamperdmik.

Hon. Conductor Mr. W. G. BENTLEY, A.R.C.M.

SEATS may be booked at Messrs. W. ROBINSON &amp; CO'S.

ALEX. CUMMING, Hon. Secretary.

Hongkong, 29th November, 1897. [1775]

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES, FROM SHANGHAI AND KOBE.

THE Steamship "VINDOBONA" having arrived, Consignees of Cargo are hereby informed that the Goods of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all claims must be sent in to the Underwriter before Noon on the 4th December, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godown after the 4th December will be at risk to rent. Bills of Lading will be countersigned by S. A. B. Co., Agents.

Hongkong, 16th November, 1897. [1-17 2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "BELGIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 29th November, 1897. [1-17 5]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Arctura*, From Australia, ex S.S. *Orontea*, From Calcutta, ex S.S. *Palawan*, From Penang, &c., ex S.S. *Henry Dalrymple*, *Randall* and *Atyria*.

Goods not cleared by the 5th December at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 29th November, 1897. [1-17 5]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Port Said, ex S.S. *Byth*, From Madras, ex S.S. *Lothian*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 30th November, 1897. [1-17 5]

## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU.....J. Jones	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 20th December, at 4 P.M.
SANUKI MARU.....W. Townsend	YOKOHAMA, MARSEILLE, LONDON and ANTWERP, VIA STRAIT (Transshipping Cargo for JAPA PORTS), COLOMBO and PORT SAID.	TUESDAY, 21st December, at 4 P.M.
YAMAGUCHI MARU.....S. K. Womersley	KOBE and YOKOHAMA	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU.....M. J. Crouse	SHANGHAI, CHEMULPO, SHIMODA, NOSEKI and KOBE	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU.....E. W. Lawford	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at 4 P.M.
IZUMI MARU.....R. N. Jones	BOMBAY, VIA SINGAPORE (Transshipping Cargo for JAPA PORTS), and COLOMBO	TUESDAY, 28th December, at Noon.
PRINCE MARU.....A. E. Morris	SEATTLE, WAH, U.S.A., VIA KOREA and YOKOHAMA and HONOLULU	THURSDAY, 30th December, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at 20, 7 Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd December, 1897

## Dr. KNORR'S ANTIPIRYNE

patented "LION BRAND" In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[1664]

## Dr. OVERLACH'S MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, rheumatic and morbid poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analeptic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Ports TO-MORROW, the 3rd instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 30th November, 1897. [1777]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CROMARTY,"

to sail about 3rd December, 1897.

S.S. "SIKH," to sail about 17th Dec., 1897.

S.S. "PORTADELADE" about 15th Dec., 1897.

For Freight or Passage, apply to DODWELL, CARILL &amp; Co., Agents.

Hongkong, 1st November, 1897. [1660]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain P. H. M. Jones, will be despatched as above on SATURDAY, the 4th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd December, 1897. [1780]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FERNFIELD,"

Captain W. McFay, will be despatched as above on or about 5th December.

To be followed by the S.S. "YARROWDALE" on or about 15th Dec., S.S. "HANSEAT" on or about 10th Jan., 1898, S.S. "LYDERHORN" on or about 25th Jan., 1898, S.S. "ORWELL" on or about 15th Feb., 1898.

For Freight, apply to SHAW, TOMES & Co., Agents.

Hongkong, 27th November, 1897. [1786]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. S. America Ship

"NEW YORK,"

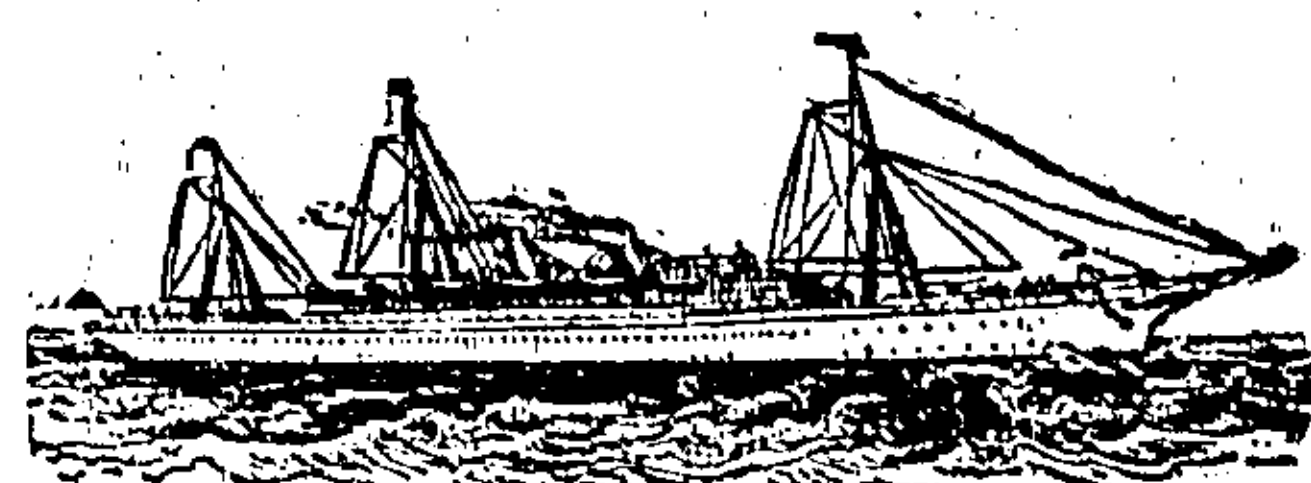
Peabody, Master, newly equipped, and will be despatched for the above Port, and will have quick dispatch.

For Freight, apply to SHAW, TOMES & Co., Agents.

Hongkong, 29th November, 1897. [1675]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and service are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street.

Hongkong, 1st September, 1897.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Delphi (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 7th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 18th Dec., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Saturday, 15th Jan., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on TUESDAY, the 7th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special Rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight, Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR:

HARTMAN'S PATENT RED BRAND,

HARTMAN'S GREY PAINT,

DANIEL'S PATENT MOTOR LAUNCHES,

&amp;c., &amp;c.

Sole Agents for:

FERGUSON'S SPECIAL CREAM,

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 19th May, 1897.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 16th Dec., at Noon.

City of Honolulu (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 6th Jan., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 15th Jan., at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th Dec., 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day prior to sailing. All Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in full, and addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AND ALL RISK OF OUTBREAK BY ITS USE.

W. J. G. HUMPHREYS & Co.,

Hongkong, 24th March, 1897.

## Mails.

NORDDENFHEIMER-LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern.....Tuesday.....17th Dec.